

ACCELERATION PEDAL INTERPRETATION WHEN
ENGINE TORQUE IS LIMITED
ABSTRACT OF THE DISCLOSURE

A method for controlling a multi-cylinder internal combustion engine having electronically controlled airflow comprising limiting a currently available maximum engine torque below maximum torque based on a limited torque output condition, the limited torque output condition not being based on current ambient temperature or pressure conditions. The method also includes determining a driver demanded torque based on a current throttle position. The method further includes controlling the engine to deliver the driver demand torque if the internal engine condition does not indicate the limited torque output condition or to deliver a calibratable percentage of the currently available maximum torque if the internal engine condition indicates a limited torque output condition.